

**Fiscal Year 2013-2016
Transportation Improvement Program**

adopted by **MPO Officials Committee**
June 21, 2012



**Lincoln
Metropolitan Planning
Organization**

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

FY 2013-2016
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

Index

- Introduction
- Self-Certification Statement
- A. State of Nebraska: Highways
- B. Lancaster County
- C. City of Lincoln: Public Works
- D. City of Lincoln: StarTran System
- E. Lincoln Airport Authority
- F. Federal Transit Administration:
Section 5310, 5316 & 5317 Programs
- G. Ped, Bike & Trail Projects
- H. Other Transportation Projects
- I. Funding Summary
- J. Comments

Approval Dates

TECHNICAL COMMITTEE
April 26 and May 24, 2012
PLANNING COMMISSION PUBLIC HEARING
May 9, 2012
OFFICIALS COMMITTEE
June 21, 2012
METROPOLITAN PLANNING ORGANIZATION
June 21, 2012

Required Credit / Disclaimer Statement

"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Introduction

The Transportation Improvement Program (TIP) for the Lincoln Metropolitan Planning Area is a staged, four-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the Metropolitan Planning Organization (MPO) Technical Committee and agencies within the Lincoln Metropolitan Planning Area which include the Lincoln-Lancaster Planning Department, City of Lincoln Public Works & Utilities Department, Lancaster County Engineering, Nebraska Department of Roads (NDOR), StarTran, Lincoln Airport Authority, Lincoln Parks and Recreation Department, Lower Platte South Natural Resource District, and others agencies as transportation related projects are developed.

Federal regulations require that each urbanized area, as a condition to the receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The most recent transportation act, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users* (SAFETEA-LU) and extensions, continues these basic planning requirements. In order to remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Nebraska Department of Roads (NDOR), transportation agencies and citizens regarding the Transportation Improvement Program (TIP) development process which:

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The contents of this section include a brief description of the project selection process that was used for development of the TIP. This process is currently under review by the Lincoln MPO to directly reflect process that takes place to move projects from the current *Long Range Transportation Plan* and into the TIP for implementation. The projects included in this program represent Fiscal Years 2012-2013, 2013-2014, 2014-2015, and 2015-2016, for the purposes of fulfilling federal requirements.

Federal Requirements for Transportation Improvement Programs

The final planning and programming regulations to implement SAFETEA-LU were issued by the U.S. Department of Transportation on February 14, 2007 included specific requirements for development and content of TIPs. These are summarized below and addressed within this document.

- **Time Period** – *The TIP shall cover at least a four-year period and be updated at least every four years.* The financial and project tables included in this document cover FY's 2013-2016. NDOR and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process shall provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP shall be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity reference is provided.
- **Financial Plan** – *The TIP shall include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agencies summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The current project selection process is summarized below in this section.
- **Status of Projects from FY 2012-2015 TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

Transportation Control Measures – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.

- **Air Quality** – *The TIP shall document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process, through the development of a Transportation Plan and TIP. The City of Lincoln is the designated MPO for the Metropolitan Area which includes the City of Lincoln and Lancaster County. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and design.

The Mayor of the City of Lincoln is the “Executive Officer” of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure comprised of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff to establish and approve the Metropolitan Transportation Plan, the TIP and other work of the MPO. The MPO Officials Committee is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. These include the Mayor of Lincoln, and representatives from the Lincoln City Council, Lancaster County Board of Commissioners, NDOR, FHWA and FTA.

Planning Commission

The Lincoln/ Lancaster County Planning Commission plays an important role in the MPO transportation planning process. Advertised public hearings before the Planning Commission are part of the formal adoption of the MPO Transportation Plan and the City and County Comprehensive Plans. In addition, the Planning Commission reviews the TIP for conformance with the Transportation Plan. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval.

Geographic Area the TIP Covers

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the MPA are determined by agreement between the Governor and the MPO. The Lincoln MPO Metropolitan Planning Area encompasses the entire County of Lancaster.

Certification

FHWA and FTA conducted a Quadrennial Certification Review of the Lincoln MPO Transportation Planning Process in May of 2009 which resulted in six commendations, seven programmatic recommendations and twelve corrective actions. The federal team conditionally certified the transportation planning process for the Lincoln Metropolitan area with the understanding that the solutions to the corrective actions would be addressed in a specified time frame and outlined in a federally approved Action Plan. The Lincoln MPO is working in cooperation with the FHWA and FTA address remaining issues and to meet the agreed to deadlines within the current planning process.

The Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a six-year period using federal transportation funds. According to federal regulations governing transportation planning (SAFETEA-LU), the transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2012-2013, 2013-2014, 2014-2015, and 2015-2016. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects can not be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the goals and objectives identified in the current *Long Range Transportation Plan* for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

Types of Projects Included in the TIP

Federal regulations require that any transportation project within the metropolitan planning area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding.

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.).
- Projects that are not on the federal aid system, but may be eligible for federal funding for other reasons (e.g. bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- Regional projects requiring FHWA or FTA action or projects having significant system impacts.

The Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOR and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIP's across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration and Federal Transit Administration.

Conformance with Long Range Transportation Plan

All projects are drawn from, or consistent with, the MPO's *2040 Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plans*, Transit Development Plan, Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad Transportation Studies, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plans*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continues to work in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan* system improvements.

The current *2040 Transportation Plan* was adopted by the Lincoln MPO on December 1, 2011 and the supporting *Lincoln-Lancaster Comprehensive Plans* was approved by the City of Lincoln and Lancaster County on October 25/October 31, 2011. The development of the *2040 Transportation Plan* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for alternative sketch transportation plans. The Transportation Plan was transmitted to the State Department of Roads and to the Federal Highway Administration and the Federal Transit Administration.

Project Selection

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies then carry out the transportation plan's specific elements in the TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the MPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Nebraska Department of Roads. Local Federal-aid highway improvement projects programmed by the City of Lincoln, Lancaster County and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using federal Surface Transportation Program (STP), Highway Safety program, Enhancement Program, and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, relieve congestion, improve air quality and preserve the quality of life and promote economic development. Readiness to proceed and financial capacity were also considered in project selection. System improvement projects in the MPO's urbanized area are generally selected and prioritized based on the following process:

General Project Selection Criteria (not a hierarchical listing)

1. *Consistency with Plans.* Project is identified in the Long-Range Transportation Plan or supports land use and growth plans, or other local planning documents.
2. *Project Ready.* Programmed or partially programmed in the current Transportation Improvement Program or project ready for implementation.
3. *Funding Availability.* The proposed project or program strategy has a ready source of available and qualified funds for implementation.
4. *Economic Impact.* Project supports the economic vitality of the metropolitan area by promoting economic or growth related value to the community and specifically improves or enhances development of smart growth objectives and job creation.
5. *Safety and Congestion.* Increases the safety and decreases the congestion of the transportation system for motorized and non-motorized users.
6. *System Preservation.* Project emphasizes the preservation and rehabilitation of the existing transportation system rather than expansion and improves the capacity to move all forms of traffic.
7. *Non-motorized.* Factors that support non-motorized transportation activities such as sidewalks and shared-use trails that enhance or adds capacity or mobility to the system for non-motorized travel.
8. *Freight.* Increase the accessibility and mobility options for freight movement and enhances or adds capacity or mobility to the system to move freight.
9. *Environmental and Quality of Life.* Evaluated in terms of its ability to protect and enhance the environment and improve quality of life and reduces impacts on the environment and supports community cohesion and design.
10. *Government Objectives.* Proposed project or program strategy is advanced to meet governmental objectives or actions.

Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need and value for implementation. A effort is made to advance projects which preserve the existing system.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. Twenty-six (23) of the thirty-six (36) road projects listed are targeted at the reconstruction for road widening, bridge rehab and replacement, or maintenance and operation on our existing systems. Nine (4) of these project involve bridge reconstruction or replacement. Ten (8) projects have a specific maintenance or safety focus. These projects are necessary to ensure the investment in our transportation infrastructure is preserved. However, the responsibility for the everyday maintenance and operation of the local infrastructure lies with the owner of the road or local jurisdiction. The state, county, cities, and villages are each responsible for the maintenance and operation of their own roads. Each jurisdiction has developed their own methodology for maintenance and operations.

Public Transportation Project Prioritization Process

Public Transportation projects are typically funded through the Federal Transit Administration (FTA). The Public Transportation Element of the TIP includes the capital improvement programs of City of Lincoln. The prioritization process of transit projects originate from StarTran's Vehicle Replacement Program, project analysis of future needs and recommendations from the Transit Development Plan (TDP). The TDP includes a list of major findings and prescribed service delivery enhancements that are based on analyses of route performance, employment growth and ridership trends. The TDP provides an assessment of current StarTran services, peer comparison analysis, as well as recommendations over the planning period.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO *2040 Long Range Transportation Plan* that is coordinated with to the programming of projects and the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program

which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO Transportation Improvement Program and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their recommendation to the MPO Officials Committee for execution and transmittal to the State for inclusion in the STIP.

Annual Listing of Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which Federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section. The published document is available for public review from the MPO and on the MPO website under the TIP Section.

Congestion Mitigation and Air Quality (CMAQ)

The SAFETEA-LU legislation provided funds to be utilized in Clean Air Act non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln Metropolitan Planning Area is compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

Amendment Process

The TIP may be modified according to the *Lincoln MPO Guidelines for Modifying the Transportation Improvement Program*. TIP revisions are either in the form of formal amendments requiring appropriate public involvement or in minor revisions/administrative modifications which do not require public involvement. The TIP and any revisions must be approved by the MPO and the Governor of the State of Nebraska. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP are to be compatible with that of the STIP. The NDOR and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

JOINT NDOR-MPO CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 CFR Part 450.334 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Nebraska Department of Roads and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

The Lincoln MPO collaborates with local, state and public transportation agencies to carry out a continuous, cooperative, and comprehensive(3C) metropolitan planning process for the Lincoln Metropolitan Planning Area through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.

(2) Sections 174 and 176c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR part 93, which requires the joint preparation of an implementation for non-attainment areas;

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An on-going ambient air quality monitoring program monitors for Carbon Monoxide (CO), particulate matter (PM2.5), and ozone is in place to monitor transportation related air emissions.

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

The Lincoln MPO's Public Participation Plan together with the MPO Management Plan, Unified Planning Work Program and Environmental Justice Action Strategy ensures that no person will be excluded from participation in the planning process and in the development of plans and programs.

(5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in February, 2000 and continues to meet the requirements of the Department of Transportation regulations and the annual update requirements.

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOR and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

Based on a joint review and evaluation, the Nebraska Department of Roads and the Lincoln Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Lincoln Metropolitan Planning Organization be certified with conditions as identified in the *Action Plan for Addressing the Quadrennial Certification Review*.

Lincoln Metropolitan Planning Organization



Mayor Beutler, Executive Officer

6/21/12

Date

Nebraska Department of Roads



Michael Owen, Planning & Project Development
Engineer, Nebraska Department of Roads

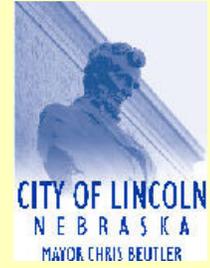
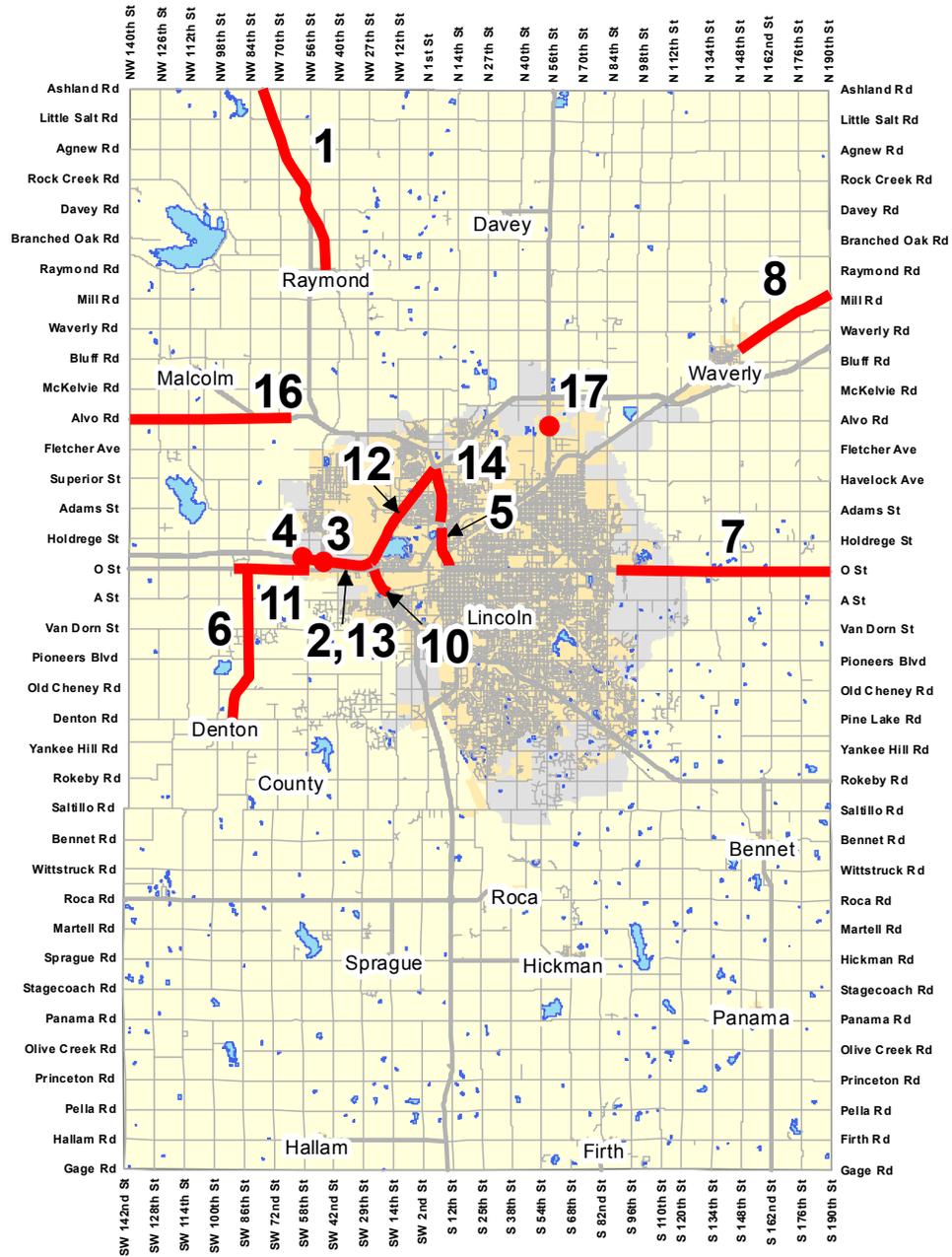
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Date

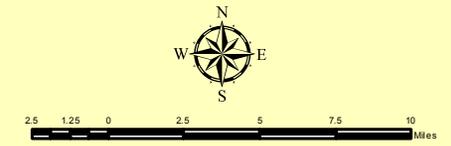
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**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Nebraska Dept of Roads
FY 2013 - 2016**



- BRIDGES
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT
- #9 CITYWIDE CURB RAMPS**
- #15 STREAMING VIDEO CAMERAS**



Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
					PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
					PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
7	US-34 Lincoln East from 0.3 mi east of 84th Street east to N-63 Conc repair, mill, resurf 24' rdwy w/10' shld, 8' surf, inters 12975	11.2 Miles STP-HSIP-34-6(141)	PE Const/CE Const/CE Const/CE TOTAL			40.0 NE		384.0 HS 1,307.0 NE 5,055.0 NE [STP-AC]								6,786.0
8	US-6 Waverly-Greenwood from 0.1 mi northeast of Waverly northeast 4.6 mi to Greenwood Mill, asph resurf 24' rdwy w/10' shld, 8' surf, guardrail 12984	7.8 Miles RD-6-6(1048)	PE Const/CE TOTAL			105.0 NE 4,534.0 NE										4,639.0
9	US-6, US-34, N-2, Link-L55W Citywide Curb Ramps, Lincoln Sidewalks on state highways within the city of Lincoln 116 curb ramps and 374 warning signals 13088	0 Miles MISC-6-6(1049)	PE PE Construction Construction TOTAL			4.0 LN 16.0 NE		66.0 LN 265.0 NE								351.0
10	US-77 BNSF Viaduct, Lincoln (NB) US-77 BNSF viaduct & Middle Creek Bridges south of US-6 Install anti-icing system 13089	0 Miles HSIP-77-2(161)	PE Construction Construction TOTAL			30.0 NE 109.0 NE 975.0 HS										1,114.0
11	US-6 US-6 - SW 40th Street, Lincoln US-6 at SW 40th Street Widen for left turn lanes 13093	0.3 Miles HSIP-6-6(161)	PE PE ROW ROW Const/CE Const/CE Const/CE TOTAL			8.0 LN 76.0 NE 13.0 LN 113.0 NE 139.0 LN 1,220.0 HS 32.0 NE										1,601.0
12	I-80 W Jct US-77 - I-180 I-80 from W Jct US-77, east 3.9 mi to I-180/US-34 in Lincoln Joint seal 72' conc rdwy with 12' shld, 10'-surf 13114	3.9 Miles RD-80-9(1177)	PE Const/CE TOTAL			2.0 NE		419.0 NE								421.0

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIORITY PROJECTS															
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS						
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY																	
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)																	
SUBTOTAL OPERATIONS & MAINTENANCE:												0.0	4,048.5	4,169.9	4,295.0	4,423.9	16,937.2
NOTE: Based upon NDOR Highway Program maintenance costs for FY-2004 thru FY-2007 in District I and factored for the Lincoln MPO planning area (Lancaster County) based on the percentage of State Highway (including Spurs, and Links) lane-miles for located in Lancaster County divided by the total number of lane miles located in District One.																	

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
FUNDING SUMMARY: STATE OF NEBRASKA DEPARTMENT OF ROADS													
FEDERAL FUNDING:													
	IM (Interstate Maintenance)	0.0		20,764.0		0.0		1,442.0		0.0		22,206.0	
	NH (National Highway System)	0.0		9,215.0		0.0		0.0		0.0		9,215.0	
	HS (HSIP - Highway Safety Improvement Program)	0.0		2,195.0		384.0		0.0		0.0		2,579.0	
	BR (BR/BH - Bridge Program)	0.0		0.0		0.0		1,942.0		0.0		1,942.0	
	SR (SR - Safe Routes to School)	0.0		0.0		0.0		0.0		0.0		0.0	
	LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))	0.0		0.0		0.0		0.0		0.0		0.0	
	STP (STP-Flexible)	0.0		0.0		0.0		0.0		0.0		0.0	
	DP (Federal Discretionary Funds)	0.0		0.0		0.0		0.0		0.0		0.0	
	RZ (Railroad - Hwy Crossing - Hazardous Funds)	0.0		0.0		0.0		0.0		0.0		0.0	
	SUB-TOTAL FEDERAL FUNDING:	0.0		32,174.0		384.0		3,384.0		0.0		35,942.0	
STATE FUNDING:													
	NE (State Revenue / Aids)	0.0		25,673.5		11,479.9		21,259.0		4,423.9		62,836.2	
	TM (State Train/Mile Tax)	0.0		0.0		0.0		0.0		0.0		0.0	
	SUB-TOTAL STATE FUNDING:	0.0		25,673.5		11,479.9		21,259.0		4,423.9		62,836.2	
LOCAL FUNDING:													
	LN (City of Lincoln)	0.0		164.0		66.0		0.0		0.0		230.0	
	CO (Lancaster County)	0.0		0.0		0.0		0.0		0.0		0.0	
	SUB-TOTAL LOCAL FUNDING:	0.0		164.0		66.0		0.0		0.0		230.0	
	TOTAL:	0.0		58,011.5		11,929.9		24,643.0		4,423.9		99,008.2	

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)									
	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
	PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS				
STATUS OF PREVIOUS YEARS PROJECTS														
<u>Moved out of FY 2011-12 program</u>														
	US-6 West O Street - Cornhusker Hwy, Lincoln West 'O' Street to Cornhusker Hwy 4-Lane Urban Reconstruction 12265	2.0 Miles NH-6-6(154)	PE PE ROW Construction Construction Construction	240.0 LN 1,089.0 NE		2,745.0 NE					470.0 3,595.0 14,383.0			
TOTAL				0.0	1,329.0	2,745.0	0.0				18,448.0	22,522.0		
	US-34 Lincoln East 84th Street east 5.2 mi 4-Lane Reconstruction 12139	5.2 Miles STPD-34-7(113)	PE ROW Utilities Construction Construction Construction								1,675.0 6,090.0 11,971.0 24,672.0 178.0 5,990.0			
TOTAL				0.0	0.0	0.0	0.0	0.0			50,576.0	50,576.0		
	US-34 Eagle East & West 2.2 mi west of the Cass Co. line east to 0.5 mi east of N-63 4-Lane Reconstruction 12139A	6.7 Miles STPD-34-7(115)	PE ROW Utilities Construction Construction Construction								770.0 238.0 5,751.0 6,197.0 24,789.0			
TOTAL				0.0	0.0	0.0	0.0	0.0			37,745.0	37,745.0		
<u>Projects Withdrawn from FY 2011-12 Program</u>														
	D1 - DMS Replacement Dynamic Messaging Sign(DMS) Replacement 2 overhead DMS replacements 13152	0 Miles ITS-IM-ITSN(22)	Construction Construction								225.0 25.0			
TOTAL				0.0	0.0	0.0	0.0	0.0			250.0	250.0		

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
					PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
					PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
Completed or Under Contract in FY 2011-12																
	Interstate I-180 Cornhusker Hwy - S Jct US-34, Lincoln from S jct US-34 ('O' St) N 1.9 mi to 0.4 mi N Cornhusker in Lincoln Joint seal dual 2-lane rdwy with 10' shld 12809				1.9 Miles RD-180-9(1155)	PE Construction	1.0 NE 73.0 NE									
						TOTAL	74.0	0.0	0.0	0.0	0.0	0.0		74.0		
	D1 - 3 Streaming Video Cameras Install 3 streaming video cameras Video Cameras at two locations on US-77 and one location on N-2 13151				0 Miles ITS-NH-ITSN(21)	Construction Construction	70.0 NH 17.0 NE									
						TOTAL	87.0	0.0	0.0	0.0	0.0	0.0		87.0		
	Nebraska Highway N-2 N-2, 56th - 84th, Lincoln from 56th St east 2.6 mi to 84th St in Lincoln Mill and Resurface 13164				2.6 Miles NH-2-6(122)	Construction Construction	1,351.0 NH 345.0 NE									
						TOTAL	1,696.0	0.0	0.0	0.0	0.0	0.0		1,696.0		
	S-55C Lincoln Air Park Spur S-55C Lincoln Air Park Spur (S-55C) Mill and resurf 24'-rdwy with 10' shld, 8'-surf 13167				0.7 Miles RD-S55C(1018)	Construction	234.0 NE									
						TOTAL	234.0	0.0	0.0	0.0	0.0	0.0		234.0		
	US-6 Emerald - Lincoln from 0.5 mi east Emerald, east 1.6 mi to Lincoln Mill and resurf 24'-rdwy with 10' shld, 8'-surf 13169				1.6 Miles RD-6-6(1051)	Construction	717.0 NE									
						TOTAL	717.0	0.0	0.0	0.0	0.0	0.0		717.0		

b Lancaster County

2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Lancaster County DIVISION: County Engineering										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS			2015-16
	No projects programmed with federal funds.											
	COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY Operations & Maintenance of the County and Federal Aid System CO (Lancster County)											
	SUBTOTAL FOR OPERATIONS & MAINTENANCE	16,915.5	CO	17,422.9	CO	17,945.6	CO	18,484.0	CO	19,038.5	CO	89,806.5

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

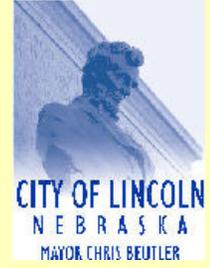
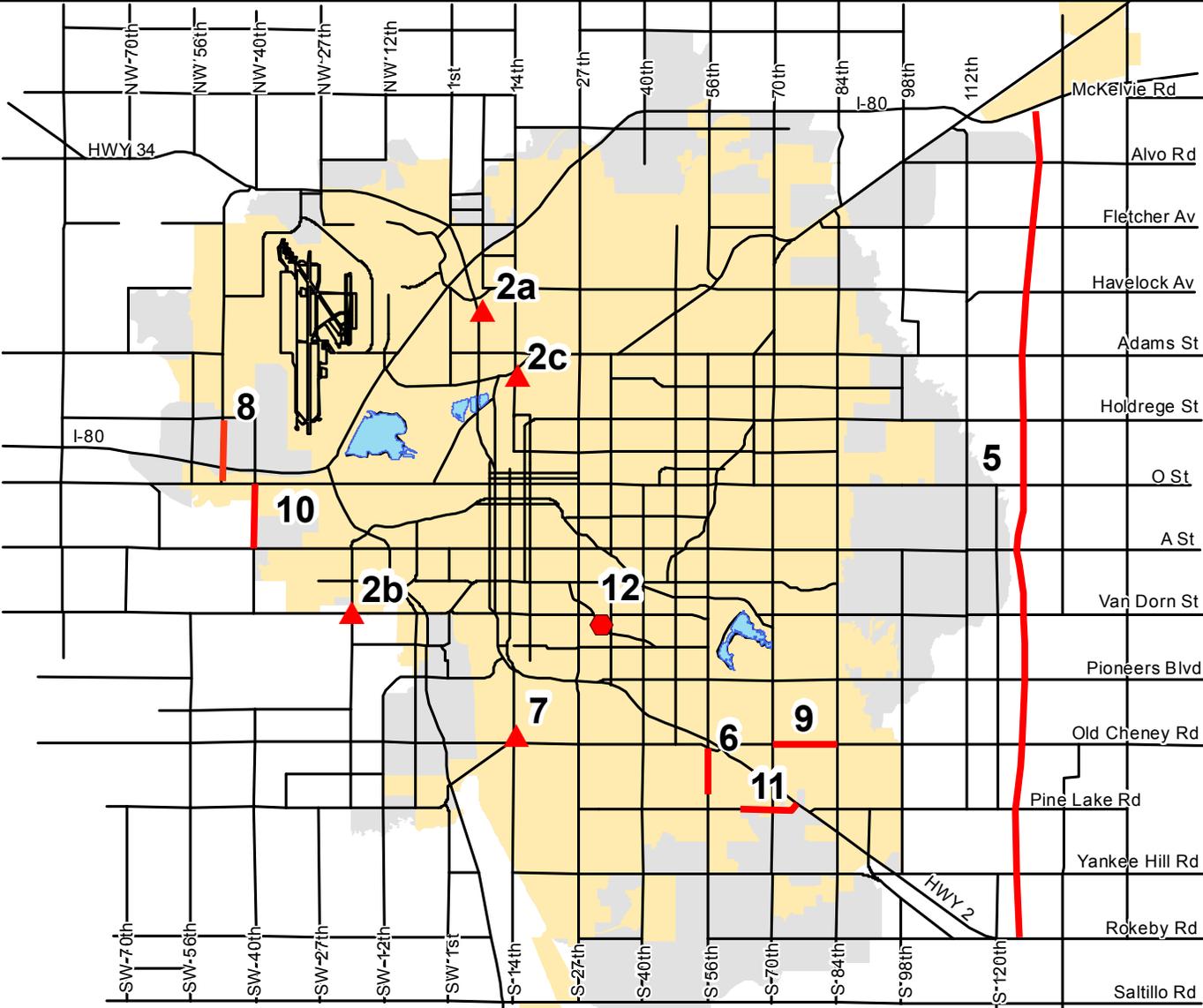
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)									
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS		
	<p>Status of Previous Years Projects</p> <p><u>De-programmed as federal aid projects</u></p> <p>North 14th Street - Raymond Southeast , Bridge F-88 West Raymond Road - Raymond East, Bridge C-91 South 68th Street - Hickman North, Hichman to Roca Road Roca Road - Hickman Northeast, Bridge S-179</p> <p><u>Completed or Under Contract in FY 2011-12</u></p> <p>SW 40th Street - Lincoln West, Bridge L-218 West Denton Road - Denton East, SW 56th to SW 12th Street NW 98th - Malcolm Southeast, Bridge M-127 West Sprague Road - Sprague East, Bridge T-108</p>										

C City of Lincoln: Public Works

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Streets and Highways

FY 2013 - 2016



- ⬠ **RR Crossing**
- ▲ **Intersection**
- **Project Location**



Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: City of Lincoln : Public Works & Utilities
DIVISION: Streets & Highways

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)												
					PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
					PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS			
4	Roadway and Bridge Rehabilitation Resurfacing and repairing city-wide of all roadways and bridges to maintain their longevity and serviceability economically through resurfacing, reconstruction, help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Work performed also includes the data gathering, analysis, and implementation for both the pavement management and bridge management programs. Helps meet LRTP goals supporting both roadway and pedestrian maintenance / rehabilitation needs for existing infrastructure, Intersection Capacity Improvements, two plus center turn lane projects, safety projects, and Capital expenditure for Pedestrian Facilities as new curb ramps continue to be built as a part of projects.				Construction		3,377.5 LC		3,500.0 LC		3,000.0 LC		3,900.0 LC				
					Construction				405.8 SO		85.7 SO						
					Construction		3,297.3 WR		3,410.7 WR		3,140.4 WR		3,272.0 WR				
					TOTAL		6,674.8		7,316.5		6,226.1		7,172.0		0.0	27,389.4	
5	East Beltway Design, right-of-way and utility work of a four lane freeway between Hwy 2 and I-80. This funding represents Federal Demonstration funds only available for this project in the Federal Transportation Bill to be used for corridor protection and allow for future construction of this facility. This will be matched with previous appropriations of local funds (city and county).				ROW		250.0 WC		250.0 WC		250.0 WC		250.0 WC				
					C.N. 12848	DPU-55(156)	TOTAL		250.0		250.0		250.0		275,000.0	276,000.0	
6	56th St. from Shadow Pines Dr to Old Cheney Rd Work envisions the completion of the design engineering, right-of-way acquisition, construction and construction engineering necessary to construct four lanes of pavement along 56th Street between Shadow Pines Drive and Old Cheney. The project will construct a center median as well as left and right turn lanes. While the project will mainly improve safety and capacity it also includes significant contributions to the city's pedestrian/bicycle facilities, drainage needs, and provides information vital to the study of the 56th/Old Cheney/Highway 2 Triangle of intersections (LTRP goals of Intersection Capacity Improvements, ITS, Safety Projects, and Travel Demand Management). Project length: 0.7 mile.				C.N. 13141	LCLC-5241 (5)	Construction		2,832.5 WC								
							Construction		2,142.5 LC								
							CE		120.0 WC								
							CE		480.0 LC								
							TOTAL		5,575.0		0.0		0.0		0.0	0.0	5,575.0
7	14th / Warlick / Old Cheney Road Improvement of Traffic Congestion and Safety of 14th, Warlick (L-55W), and Old Cheney corridors approximately 1/4 to 1/2 mile from the 14th/Warlick/Old Cheney intersection.				PE		250.0 IF										
					PE		1,280.0 WC		270.0 WC								
					ROW/Utilities		320.0 WC		480.0 WC								
					Construction				2,778.5 WC								
					Construction				3,232.0 WR								
					CE				1,200.0 WR								
					TOTAL		1,850.0		7,960.5		0.0		0.0		0.0	9,810.5	

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: City of Lincoln : Public Works & Utilities
DIVISION: Streets & Highways

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
					PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
					PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
8	NW 48th Street O Street to Adams Street City funds for the completion of design engineering, right-of-way, construction and construction engineering to construct four lanes of pavement along NW 48th Street from O Street to Adams Street. The project will construct a center median as well as left and right turn lanes. The project will improve safety and capacity. Project length: 1 mile.															
				PE/NEPA			400.0	IF								
				Design					700.0	WC						
				ROW					503.5	WC						
				Construction							5,799.9	WC	2,106.6	WC		
				Construction							871.3	WR	1,414.9	WR		
				CE							1,176.8	WR	621.5	WR		
				TOTAL			400.0		1,203.5		7,848.0		4,143.0		0.0	13,594.5
9	Old Cheney Rd from 70th to 82nd Street City funds for the completion of design engineering, right-of-way, construction and construction engineering to construct four lanes of pavement along Old Cheney between 70th and 82nd streets. The project will construct a center median as well as left and right turn lanes and includes right turn lanes at the intersection of 70th & Old Cheney. The project will improve safety and capacity. Project length: 0.8 mile.															
				Construction					1,649.0	WC						
				CE					291.0	WC						
				TOTAL			0.0		1,940.0		0.0		0.0		0.0	1,940.0
10	SW 40th Viaduct This project would implement study results to improve existing SW 40th Street by building a viaduct on BNSF railroad. This project will improve safety and capacity, and serve traffic generated by future development in southwest Lincoln.															
		C.N. 12744	STPN-BR-TMT-5267 (1)	Construction			1,200.0	LN								
				Construction			1,817.0	BN								
				Construction			197.6	CO								
				Construction			606.7	BR								
				Construction			4,000.0	TM								
				Construction			7,678.7	RT								
				CE			1,321.3	RT								
				TOTAL			16,821.3		0.0		0.0		0.0		0.0	16,821.3
11	Pine Lake Road, 61st to Hwy 2 As shown in the LRTP, this project would improve the capacity and safety of this area by making Pine Lake Road a four through lane plus turn lanes.															
				PE									1,500.0	WC		
				ROW/Utilities									2,271.7	WC		
				TOTAL			0.0		0.0		0.0		3,771.7		4,092.6	7,864.3

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: City of Lincoln : Public Works & Utilities
DIVISION: Streets & Highways

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)												COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS													
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS				
FUNDING SUMMARY															
FEDERAL-AID FUNDS:															
	LC (STP-Urbanized Areas > 200,000, Lincoln)		0.0		6,000.0		5,500.0		5,000.0		5,500.0				
	HS (HSIP-Highway Safety Improvement Program)		0.0		1,763.4		1,012.0		500.0		500.0				
	BR (BR/BH - Bridge Program)		606.7		0.0		0.0		0.0		0.0				
	TE (Transportation Enhancement)		0.0		0.0		0.0		0.0		0.0				
	SUB-TOTAL FEDERAL FUNDING		606.7		7,763.4		6,512.0		5,500.0		6,000.0			26,382.1	
STATE FUNDS:															
	NE (State Funds)		0.0		19.9		56.2		0.0		0.0				
	TM (Train Mile)		4,000.0		0.0		0.0		0.0		0.0				
	SUB-TOTAL STATE FUNDING		4,000.0		19.9		56.2		0.0		0.0			4,076.1	
LOCAL FUNDS:															
	WR (City Residual Wheel Tax)		0.0		3,797.3		8,352.7		6,178.7		6,616.5				
	WC (City Wheel Tax, New Construction)		0.0		4,802.5		6,922.0		6,049.9		6,128.3				
	SO (Highway Allocations Funds)		0.0		1,426.1		1,212.0		835.7		242.5				
	RT (Railroad Transportation Safety District)		9,000.0		0.0		0.0		0.0		0.0				
	OF (Other Funding)		0.0		0.0		0.0		0.0		0.0				
	LN (City of Lincoln)		1,200.0		0.0		0.0		0.0		0.0				
	CO (Lancaster County)		197.6		0.0		0.0		0.0		0.0				
	BN (BNSF Railroad)		1,817.0		0.0		0.0		0.0		0.0				
	IF (impact Fee)		0.0		650.0		0.0		0.0		0.0				
	SUB-TOTAL LOCAL FUNDING		12,214.6		10,675.9		16,486.7		13,064.3		12,987.3			65,428.8	
	DIVISION TOTALS (ALL FUNDS)		16,821.3		18,459.2		23,054.9		18,564.3		18,987.3		279,092.6	374,979.6	

d City of Lincoln: StarTran

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)																								
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS													
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS															
1	<p>Since the public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient and economical public transportation services. The services provided comply with the current 2040 Comprehensive Plan. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2013-2018 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items.</p> <p>Purchase / Financing of Full Size Buses A phased purchase of full-size replacement transit buses is identified, as follows:</p> <table border="0"> <tr> <td>Buses Purchased</td> <td>Funding Accumulated</td> <td>Potential Replacement</td> <td>Delivery</td> </tr> <tr> <td>16</td> <td>FY 2011-12 through FY 2016-17</td> <td>16 - 2001 Gillig Buses</td> <td>FY 2016-17</td> </tr> <tr> <td>12</td> <td>FY 2015-16 through 2018-19</td> <td>10 - 2004 Gillig Buses</td> <td></td> </tr> </table> <p>Local funding for the above bus purchases is comprised of City of Lincoln general revenues and the portion of the contractual funds from the University of Nebraska (StarTran/UNL Transportation Program) designated for vehicle replacement. The Federal Transit Administration (FTA) regulations allow phasing of bus purchases as an alternate to the traditional direct purchase of buses. FTA requires that full-size transit vehicles have a twelve-year economic life, although StarTran typically operates buses more than twelve years before replacement. All of the current buses being replaced as indicated above will have exceeded the required twelve years of operation. An analysis of the structural and engine conditions of the StarTran fleet is conducted annually, which is utilized to develop the replacement program of StarTran buses. The above phased bus replacement schedule is in compliance with the most recent analyses and bus replacement program. Due to limited federal and local funds, replacement buses will be the lower cost of either diesel or hybrid/alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.</p> <p>a. 16 Full Size Buses</p> <p>b. 12 Full Size Buses</p> <p>c. 5 Additional Full Size Buses for expansion of fixed route service between UNL east and downtown campuses. Note: funds are reprogrammed from prior fiscal year, project 1a.</p>	Buses Purchased	Funding Accumulated	Potential Replacement	Delivery	16	FY 2011-12 through FY 2016-17	16 - 2001 Gillig Buses	FY 2016-17	12	FY 2015-16 through 2018-19	10 - 2004 Gillig Buses		592.0		752.0	FA	752.0	FA	752.0	FA	752.0	FA	752.0		
		Buses Purchased	Funding Accumulated	Potential Replacement	Delivery																					
		16	FY 2011-12 through FY 2016-17	16 - 2001 Gillig Buses	FY 2016-17																					
		12	FY 2015-16 through 2018-19	10 - 2004 Gillig Buses																						
				154.0	SR	154.0	SR	120.0	SR		120.0	SR	154.0													
											1,145.4	FA	2,290.8													
											234.6	GR	229.2													
													240.0													
	TOTAL	592.0		2,906.0		906.0		906.0		2,286.0		3,666.0	10,670.0													
2	<p>Handi-Van Replacement Accumulate funding to replace 10 Hybrid Handivans in 2017, that will be seven years old and at end of their useful life. Current Handivans are hybrid electric. Due to limited federal and local funds, replacement handi-vans will be the lower cost of either diesel or hybrid/alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.</p>					186.8	FA	186.8	FA	186.8	FA	186.8														
						38.3	SR	38.3	GR	38.3	GR	38.3														
	TOTAL					225.1		225.1		225.1		225.1	900.4													
3	<p>Transit Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. Such enhancements, in general, include bus shelters, signage, art, pedestrian, bicycle related equipment and landscaping. The priority of these funds will be directed towards 1) replacement of shelters at major boarding locations and 2) bike rack enhancements such as storage facilities. Because of limited funds for transit enhancements, funding these projects will be phased over a period until projects are completed.</p>			30.0	FA	32.0	FA	32.0	FA	32.0	FA															
				7.5	SR	8.0	SR	8.0	GR	8.0	GR															
	TOTAL			37.5		40.0		40.0		40.0		0.0	157.5													

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
4	Security Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements, in general, include increased facility lighting, camera surveillance, and emergency telephone line to contact security personnel. The priority of these funds will be directed towards 1) StarTran facility exterior security enhancements and 2) bus shelter lighting improvements. Facility security enhancements will be implemented based upon a comprehensive analysis being conducted in FY 2012 / 2013.												
				30.0	FA	32.0	FA	32.0	FA	32.0	FA		
				7.5	SR	8.0	SR	8.0	GR	8.0	GR		
			TOTAL	37.5		40.0		40.0		40.0		0.0	157.5
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2013-14, FY 2014-15 and FY 2017-18 to purchase three replacement supervisor vehicles, two supervisor vehicles and one vehicle used in ambulatory handivan service. The vehicles to be replaced are a 2008 Uplander, 2009 Equinox, and 2010 Equinox. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the three subject vehicles. The mini-van supervisor vehicles, with 7-9 seats, are meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary. Due to limited federal and local funds, replacement vehicles will be the lower cost of either gasoline or hybrid / alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.												
						20.0	FA	20.0	FA				
						5.0	SR	5.0	GR				
			TOTAL			25.0		25.0				0.0	50.0
6	Computer Hardware and Software Funds are proposed in F.Y. 2013-14 and F.Y. 2015-16 for continued routine upgrade/replacement of StarTran computer hardware and software. Such funding will afford the opportunity for maintaining effective computer services for StarTran administration, operators, and maintenance functions. Staff training courses utilizing computerized programs are integrated as part of the continuing StarTran training program.												
						16.0	FA		16.0	FA			
						4.0	SR		4.0	GR			
			TOTAL			20.0		20.0		20.0		40.0	
7	Shop Tools / Equipment Funds are proposed in 2012-13 through 2015-16 for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include a floor scrubber and on-going replacement of garage doors.												
				20.0	FA	20.0	FA		20.0	FA			
				5.0	SR	5.0	SR		5.0	GR			
			TOTAL	25.0		25.0		25.0		25.0		75.0	

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)														
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS					
8	Transit Development Plan Update Funds are included in FY 2014-15 for an update to the 2007 Transit Development Plan. The 2040 Lancaster/Lincoln Comprehensive Plan and the 2012 StarTran Performance Audit recommend an update to the 2007 study. Such study would explore how transit services should be delivered in the planning period and include a feasibility analysis of a multi-modal transportation center.							40.0 FA								
	TOTAL							50.0			0.0					50.0
9	Building Maintenance and Renovations Funds are included in FY 2016-17 to replace the roof located over dispatch and middle garage. The current roof was installed in 1997 with a 15 year warranty and will be 20 years old by 2017. The condition of this roof is showing signs of deterioration and minor leaks.															
	TOTAL											0.0				0.0
FUNDING SUMMARY																
	Federal			2,492.0 FA		1,058.8 FA		1,062.8 FA		2,184.2 FA						6,797.8
	General Revenue			0.0 GR		0.0 GR		103.3 GR		331.9 GR						435.2
	Special Reserves			514.0 SR		222.3 SR		120.0 SR		120.0 SR						976.3
	TOTAL			3,006.0		1,281.1		1,286.1		2,636.1					3,891.1	12,100.4
OPERATIONS FUNDING SOURCE SUMMARY																
Fixed Route Operations & Specialized Transportation Services for Lincoln, NE																
	Section 5307 Preventative Maintenance			1,350.0		1,350.0		1,350.0		1,350.0				2,700.0		8,100.0
	Section 5307 Operating and JARC/NF			400.0		400.0		400.0		400.0				800.0		2,400.0
	Section 5307 ADA			280.0		280.0		280.0		280.0				560.0		1,680.0
	NE (State Revenue/Aid)			300.0		300.0		300.0		300.0				600.0		1,800.0
	GR (General Revenues - Local Funds)			5,925.0		6,025.0		6,050.0		6,250.0				12,700.0		36,950.0
	SC (Service Charges - Local Funds)			2,400.0		2,400.0		2,500.0		2,500.0				5,200.0		15,000.0
	TOTAL			10,655.0		10,755.0		10,880.0		11,080.0				22,560.0		65,930.0

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS			
TOTALS FOR STARTRAN FUNDING														
<u>FEDERAL FUNDING</u>														
	Federal			2,492.0		1,058.8		1,062.8		2,184.2		3,473.6	10,271.4	
	Section 5307 Preventative Maintenance			1,350.0		1,350.0		1,350.0		1,350.0		2,700.0	8,100.0	
	Section 5307 Operating and JARC/NF			400.0		400.0		400.0		400.0		800.0	2,400.0	
	Section 5307 ADA			280.0		280.0		280.0		280.0		560.0	1,680.0	
	SUB-TOTAL FEDERAL FUNDING			4,522.0		3,088.8		3,092.8		4,214.2		7,533.6	22,451.4	
<u>STATE FUNDING</u>														
	NE (State Revenue/Aid)			300.0		300.0		300.0		300.0		600.0	1,800.0	
	SUB-TOTAL STATE FUNDING			300.0		300.0		300.0		300.0		600.0	1,800.0	
<u>LOCAL FUNDING</u>														
	General Revenues			0.0		0.0		103.3		331.9		482.5	917.7	
	GR (General revenues - Local Funds)			5,925.0		6,025.0		6,050.0		6,250.0		12,900.0	37,150.0	
	SC (Service Charges - Local Funds)			2,400.0		2,400.0		2,500.0		2,500.0		5,200.0	15,000.0	
	Special Reserves			514.0		222.3		120.0		120.0		240.0	1,216.3	
	SUB-TOTAL LOCAL FUNDING			8,839.0		8,647.3		8,773.3		9,201.9		18,822.5	54,284.0	
	TOTAL			13,661.0		12,036.1		12,166.1		13,716.1		26,956.1	78,535.4	
	Notes: Revenue & cost estimates use an inflation rate of 3%													

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
	<p>Status of Previous Years Projects</p> <p><u>Completed or Under Contract in FY 2011-12</u></p> <p>Purchase/Financing of Full Size Buses</p> <p>Local funding for bus purchases comprised of City of Lincoln general revenues and the portion of the contractual funds designated for vehicle replacement. The Federal Transit Administration (FTA) regulations allow phasing of bus purchases as an Alternative to the traditional direct purchase of buses. The phased bus replacement schedule is in compliance with the most recent analyses and bus replacement program.</p> <p>Transit Enhancements (required by FTA)</p> <p>FTA Funded Sidewalk Access Enhancements: StarTran and Public Works & Utilities will use FTA funds to repair and replace sidewalks and curb ramps at key locations within a ½ mile corridor of StarTran bus routes. Project funding is based on the FTA Policy to fund eligible transit enhancements projects related to transit usage.</p> <p>Security Enhancements</p> <p>Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements, in general, include increased facility lighting, camera surveillance, and emergency telephone line to contact security personnel. In FY 2010-11 StarTran funding will be directed at building exterior security enhancements and bus shelter lighting improvements.</p>												

e Lincoln Airport Authority

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority
DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
PROGRAM SUMMARY													
FAA Funding													
	FAA(Airport Improvement Program)			1,464.3		5,242.5		1,629.0		2,700.0		11,035.8	
	SUB-TOTAL FEDERAL FUNDING			1,464.3		5,242.5		1,629.0		2,700.0	0.0	11,035.8	
STATE FUNDING													
	NDA (NE Dept. of Aeronautics)			0.0		0.0		0.0		0.0		0.0	
	SUB-TOTAL STATE FUNDING			0.0		0.0		0.0		0.0	0.0	0.0	
LOCAL FUNDING													
	LAA (Lincoln Airport Authority)			162.7		582.5		181.0		300.0		1,226.2	
	SUB-TOTAL LOCAL FUNDING			162.7		582.5		181.0		300.0	0.0	1,226.2	
	TOTAL			1,627.0		5,825.0		1,810.0		3,000.0		12,262.0	

2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Lincoln Airport Authority DIVISION: Lincoln Municipal Airport									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)									
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS		
	Status of Previous Years Projects <u>Completed or Under Contract in FY 2011-12</u> Terminal Ramp Rehabilitation - Construction										

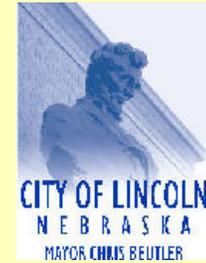
f Federal Transit Administration:
Section 5310, 5316 & 5317 Projects

2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: FTA Program Funding DIVISION: Section 5310, 5316 and 5317 Projects											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS			2015-16	FS
	<u>Section 5310 Program</u> No Projects Programmed												
	<u>Section 5316 Program</u> No Projects Programmed												
	<u>Section 5317 Program</u> No Projects Programmed												

g Ped, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2013 - 2016**



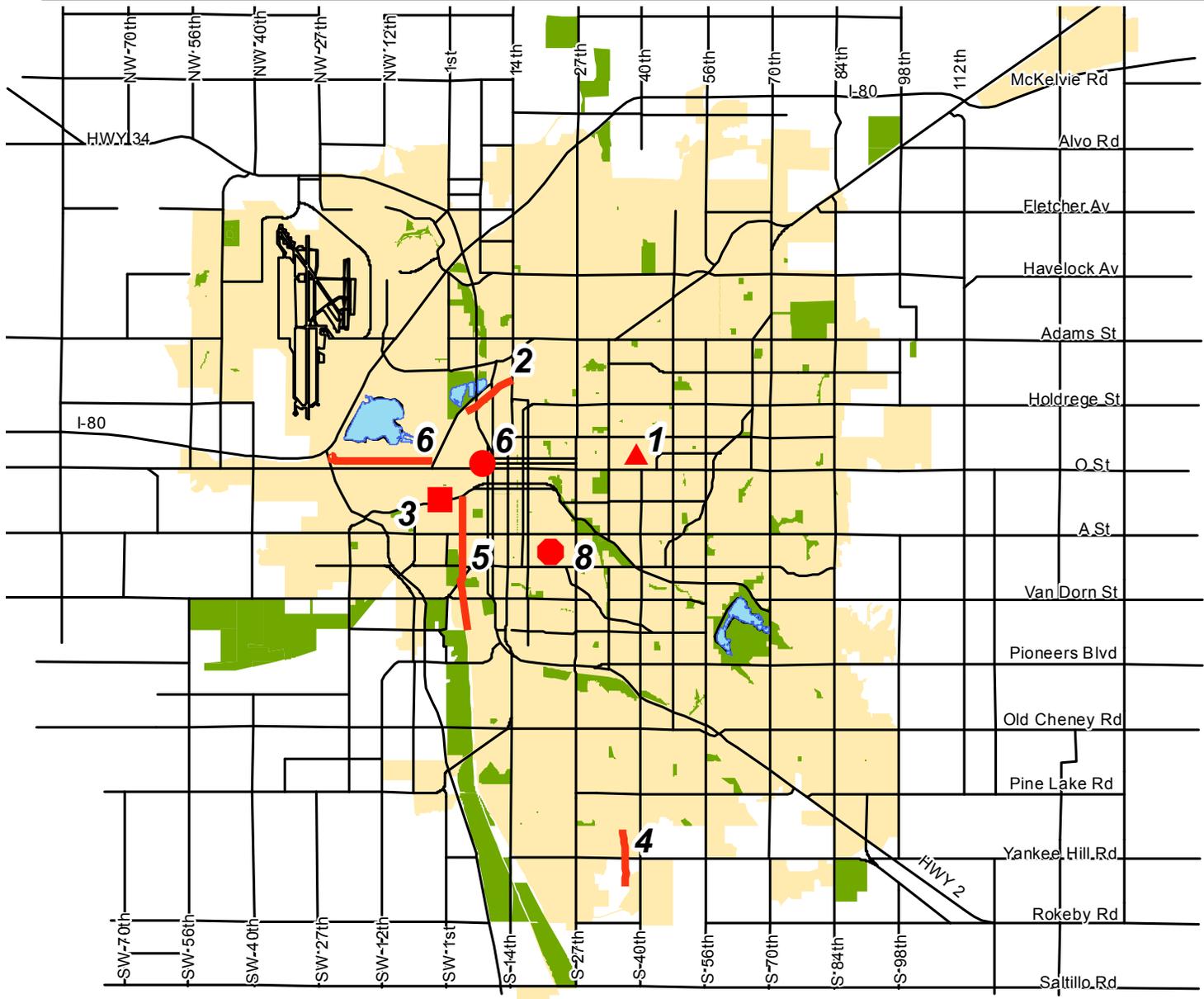
- West "O" Project
- Pedestrian Bridge
- ▲ Wyuka Renovation
- Prescott SRTS
- Trails
- Existing Parks



Lower Plate South
Natural Resources District



**Consult the detailed project descriptions
and funding summary for further information.**



**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
1	Nebraska Department of Roads												
	Lincoln Wyuka Stables Renovation Wyuka Cemetery, Stables Renovation of the cemetery stable building (1909), located in Lincoln's historic Wyuka Cemetery Park and Gardens. The 124-acre cemetery was listed in the National Register of Historic Places in 1981, primarily for its significance to the history of landscape design in Nebraska. Chartered by the State of Nebraska in 1869, Wyuka is the oldest example of a "rural" cemetery in the State. It is located in central Lincoln between 36th and 42nd streets and from O Street to Vine Street. C.N. 13063 ENH-55(170)												
	PE/NEPA/Design 80.0 TE												
	PE/NEPA/Design 20.0 Wy												
	Construction 420.0 TE Construction 158.0 Wy TOTAL 100.0			578.0		0.0		0.0		0.0		0.0	678.0
2	Lower Platte South Natural Resource District												
	Haymarket Ball Park Trail Charleston to 14th Street on Salt Creek Levee Trail, 5300 feet long, 10 feet wide with concrete surface C.N. 12781 STPB-55(151)												
	Construction 286.5 TE												
	Construction 402.4 NR												
	TOTAL 0.0			688.9		0.0		0.0		0.0		0.0	688.9
3	Rosa Parks Way Trail Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 feet wide concrete surface C.N. 12945 ENH-55(164)												
	PE 21.2 TE												
	PE 5.2 NR												
	Construction 240.0 TE												
	Construction 35.0 NR Construction 39.9 RT Construction 5.0 GP TOTAL 26.4			319.9		0.0		0.0		0.0		0.0	346.3
4	City of Lincoln Parks & Recreation Department												
	Cavett Elem. to Grainger Connector Concrete Trail, 10 foot wide, Tierra-Williamsburg connection at 37th & San Mateo to connect Cavett Elementary, 36th & San Mateo south to Yankee Hill Road, 0.5 Miles C.N. 13079 ENH-55(172)												
	Construction 360.0 TE												
	Construction 90.0 LN												
	TOTAL 0.0			450.0		0.0		0.0		0.0		0.0	450.0

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
5	Jamaica North Trail Calvert Street to 'J' Street, 2.5 miles, Jamaica North Trail on abandoned railroad right-of-way. A concrete trail connection with the limestone aggregate surface along Wilderness Park, the West "A" Neighborhood and 4th & J Streets. This connects with on-street routes leading to the Haymarket. Upon completion, the Jamaica North Trail will be 10 miles long and provide a connection to the Homestead Trail. 2.25 miles C.N. 12879 ENH-55(160)	PE/NEPA/Design	61.1	TE									
		PE/NEPA/Design	15.3	LN									
		Construction			452.8	TE							
		Construction			113.2	LN							
		TOTAL	76.4		566.0		0.0		0.0		0.0		642.4
City of Lincoln Projects: Urban Development													
6	Lincoln West "O" Historic Highway Project Historic Detroit-Lincoln-Denver (DLD) plaza & visitors center at 2nd & West 'P' Street and trail from the Salt Creek Bridge to Homestead Expressway (US-77). Historical transportation project to includes an interpretive area for the historic DLD Highway, streetscape improvements to West 'O' Street and construction of a Salt Creek Levee Connector Trail. The trail extends along West "O" from the Salt Creek Bridge to Homestead Expressway (US-77). C.N. 12946 ENH-5266(2)	PE/NEPA/Design	107.7	TE									
		PE/NEPA/Design	28.6	LN									
		Construction			467.6	TE							
		Construction			113.8	LN							
		Construction Engineering			35.1	TE							
		Construction Engineering			8.8	LN							
TOTAL	136.3		625.3		0.0		0.0		0.0		761.6		
City of Hickman													
7	Hickman Road Trail Connections West connection: Eight-foot wide concrete bicycle/pedestrian trail to link existing north and south sides of Hichman Road and include pedestrian crossing signals and drainage improvements. East connection: Approximately 3,600 linear foot, 8 foot wide concrete bicycle/pedestrian trail from 6th & Laocust to Hichman Road & Larkspur Drive, including two traffic crossings and a new 10 foot wide trail bridge. C.N. 13134 ENH-55(174)	PE	94.0	TE									
		PE	24.0	Hick									
		NDOR PE	8.0	TE									
		NDOR PE	0.0	NE									
		Construction			473.0	TE							
		Construction			118.0	Hick							
		TOTAL	126.0		591.0		0.0		0.0		0.0		717.0
Note: PE = PE/NEPA/Design/RC Construction includes Construction Engineering													

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
8	<u>Safe Routes to School</u> SRTS Pedal to Prescott Infrastructure Replace existing pedestrian-bike facility and entry into the Prescott School grounds with a new permanent concrete pedestrian and bike connection. Location: along S 20th Street Distance: 1250 feet C.N. 13187 SRTS-55(176)												
					38.5 SRTS								
					71.0 SRTS								
					18.9 SRTS								
				0.0	128.3		0.0		0.0		0.0		128.3
9	Lincoln Walks to School This is a Teach a Kid to Fish non-infrastructure educational and information and assessment program funded through Safe Routes Nebraska. This is aimed at promoting safety and the benefits of walking and riding to school and promoting healthy lifestyles for Lincoln students.												
					5.0 SRTS								
					2.0 SRTS								
					67.8 SRTS								
					1.0 SRTS								
		0.0	75.8		0.0		0.0		0.0		75.8		

**2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS	2015-16	FS		
PROGRAM SUMMARY													
FEDERAL FUNDING													
	RTP (Recreational Trails Program)	0.0		0.0		0.0		0.0		0.0			
	TE (STPB - Sub-Allocation, Transportation Enhancement)	372.0		2,735.1		0.0		0.0		0.0			
	SRTS (Safe Routes to School)	0.0		204.1		0.0		0.0		0.0			
	SUB-TOTAL FEDERAL FUNDING	372.0		2,939.2		0.0		0.0		0.0	0.0	3,311.2	
STATE FUNDING													
	NE (State Revenue / Aids)	0.0		0.0		0.0		0.0		0.0			
	SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0	0.0	0.0	
LOCAL FUNDING													
	Wyuka (Wyuke Funds)	20.0		158.0		0.0		0.0		0.0			
	NRD (Lower Platte South Natural Resource District Funds)	5.2		437.4		0.0		0.0		0.0			
	GPTN (Great Plains Trail Network Private Private Contributions)	0.0		5.0		0.0		0.0		0.0			
	RTSD (Railroad Transportation Safety District)	0.0		39.9		0.0		0.0		0.0			
	LN (City of Lincoln Funds)	43.9		325.8		0.0		0.0		0.0			
	Hickman (City of Hickman Funds)	24.0		0.0		0.0		0.0		0.0			
	PR (Other Private Contributions)	0.0		0.0		0.0		0.0		0.0			
	OF (Other Funds)	0.0		0.0		0.0		0.0		0.0			
	SUB-TOTAL LOCAL FUNDING	93.1		966.1		0.0		0.0		0.0	0.0	1,059.2	
	TOTAL	465.1		3,905.3		0.0		0.0		0.0	0.0	4,370.3	

2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)									
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2012-13	FS	2013-14	FS	2014-15	FS		
	Status of Previous Years Projects <u>Completed or Under Contract in FY 2011-12</u> None										

h Other Transportation Projects

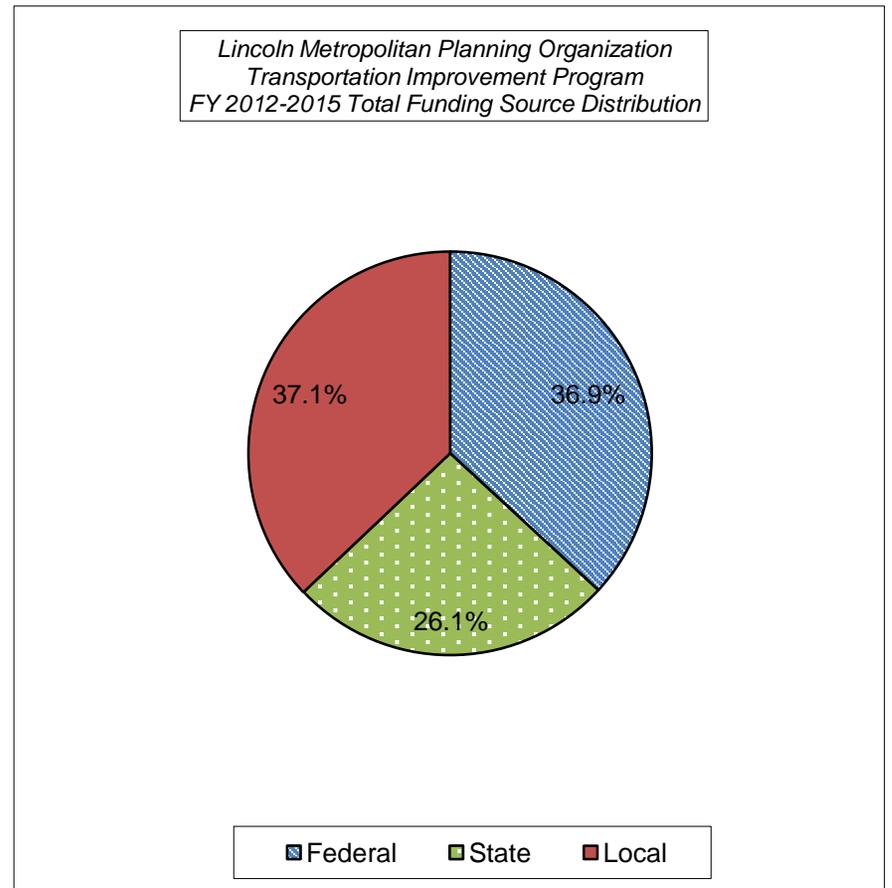
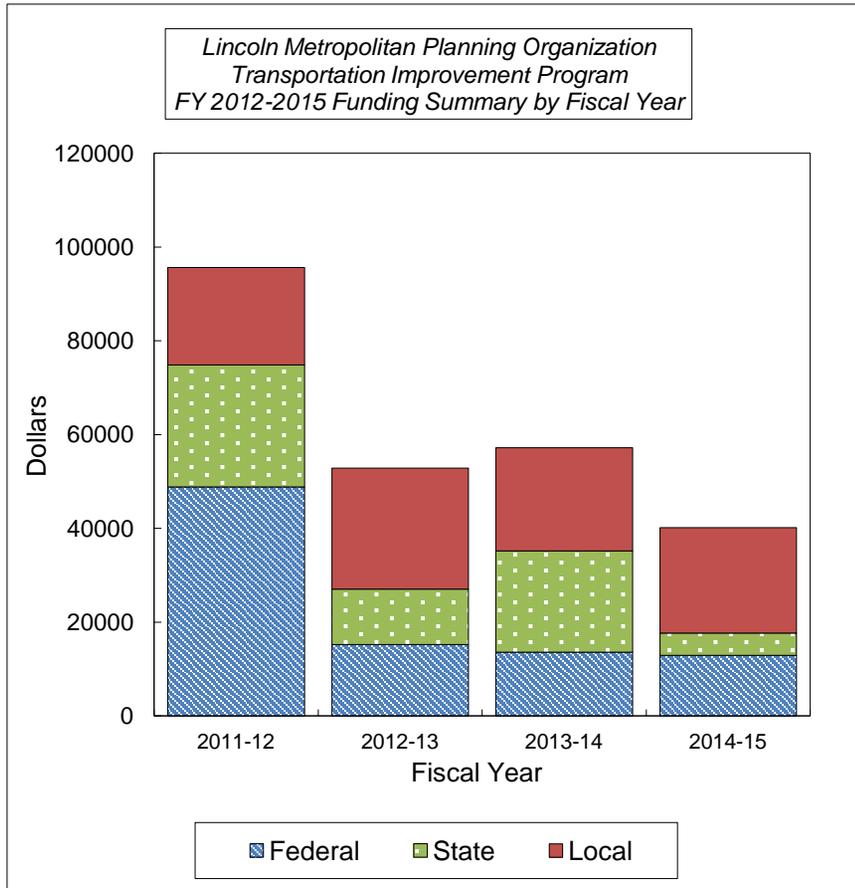
Project List – FY 2013-2016

Agency: Railroad Transportation Safety District

Note: Railroad Transportation Safety District does not identify any projects where it is the primary and therefore no project is listed under the **Railroad Transportation Safety District**. Projects receiving partial RTSD funding are identified under **Lancaster County** or **City of Lincoln: Public Works** or **Other Transportation Projects** sections.

i Funding Summary

2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



2013-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	FISCAL YEARS				Total for Four Years	Costs Beyond Program
		2012-13	2013-14	2014-15	2015-16		
A	State of Nebraska						
	FEDERAL	32,174.0	384.0	3,384.0	0.0	35,942.0	
	STATE	25,673.5	11,479.9	21,259.0	4,423.9	62,836.2	
	LOCAL	164.0	66.0	0.0	0.0	230.0	
	SUB-TOTAL	58,011.5	11,929.9	24,643.0	4,423.9	99,008.2	470.0
B	Lancaster County						
	FEDERAL					0.0	
	STATE					0.0	
	LOCAL					0.0	
	SUB-TOTAL	0.0	0.0	0.0	0.0	0.0	0.0
C	Public Works/Streets and Highways						
	FEDERAL	7,763.4	6,512.0	5,500.0	6,000.0	25,775.4	
	STATE	19.9	56.2	0.0	0.0	76.1	
	LOCAL	10,675.9	16,486.7	13,064.3	12,987.3	53,214.2	
	SUB-TOTAL	18,459.2	23,054.9	18,564.3	18,987.3	79,065.7	279,092.6
D	StarTran Systems						
	FEDERAL	4,522.0	3,088.8	3,092.8	4,214.2	14,917.8	
	STATE	300.0	300.0	300.0	300.0	1,200.0	
	LOCAL	8,839.0	8,647.3	8,773.3	9,201.9	35,461.5	
	SUB-TOTAL	13,661.0	12,036.1	12,166.1	13,716.1	51,579.3	26,956.1
E	Lincoln Airport Authority						
	FEDERAL	1,464.3	5,242.5	1,629.0	2,700.0	11,035.8	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	162.7	582.5	181.0	300.0	1,226.2	
	SUB-TOTAL	1,627.0	5,825.0	1,810.0	3,000.0	12,262.0	0.0
F	Section 5310, 5316, 5317 Project						
	FEDERAL	0.0	0.0	0.0	0.0	0.0	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	0.0	0.0	0.0	0.0	0.0	
	SUB-TOTAL	0.0	0.0	0.0	0.0	0.0	0.0
G	Ped, Bikes & Trails						
	FEDERAL	2,939.2	0.0	0.0	0.0	2,939.2	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	966.1	0.0	0.0	0.0	966.1	
	SUB-TOTAL	3,905.3	0.0	0.0	0.0	3,905.3	0.0
	PROGRAM TOTAL						
	FEDERAL	48,862.9	15,227.3	13,605.8	12,914.2	90,610.2	
	STATE	25,993.4	11,836.1	21,559.0	4,723.9	64,112.3	
	LOCAL	20,807.7	25,782.5	22,018.6	22,489.2	91,098.0	
	SUB-TOTAL	95,663.9	52,845.9	57,183.4	40,127.3	245,820.5	0.0
PROGRAM TOTAL		95,663.9	52,845.9	57,183.4	40,127.3	245,820.5	306,518.7

j Comments

No Comments received to date.



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